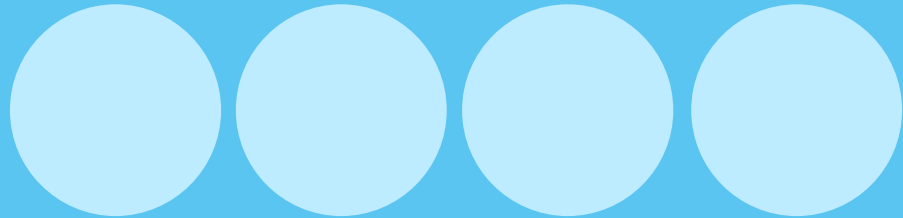
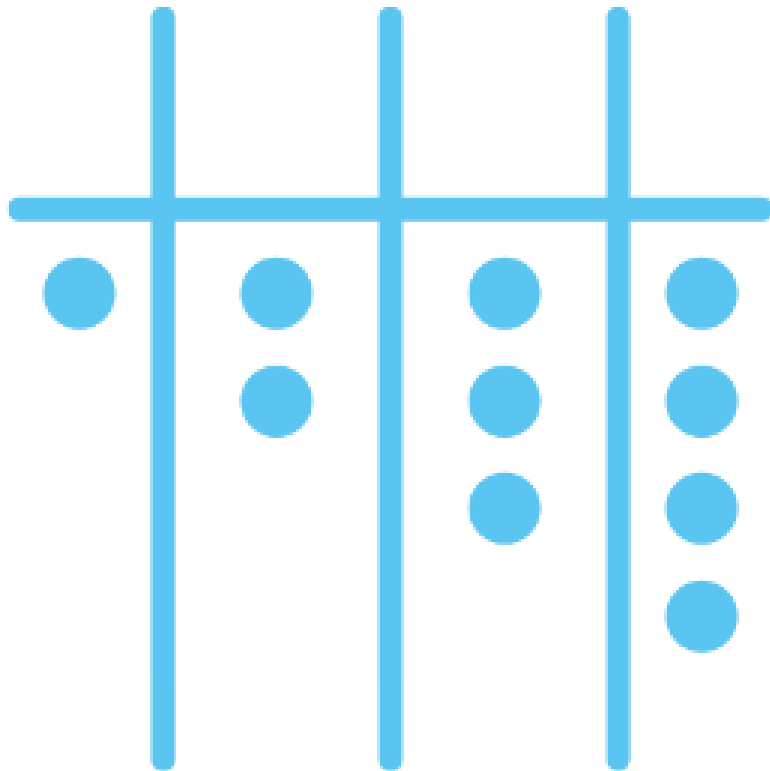


CRP's Connect 4 Series: Session 6

People and Places: Designing Sustainably and Safely



CRP's Connect 4 Series



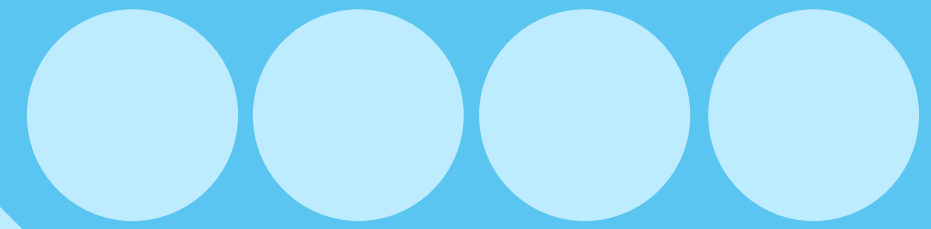
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Today's Agenda



Lucy Minyo



Fiona Jenkins



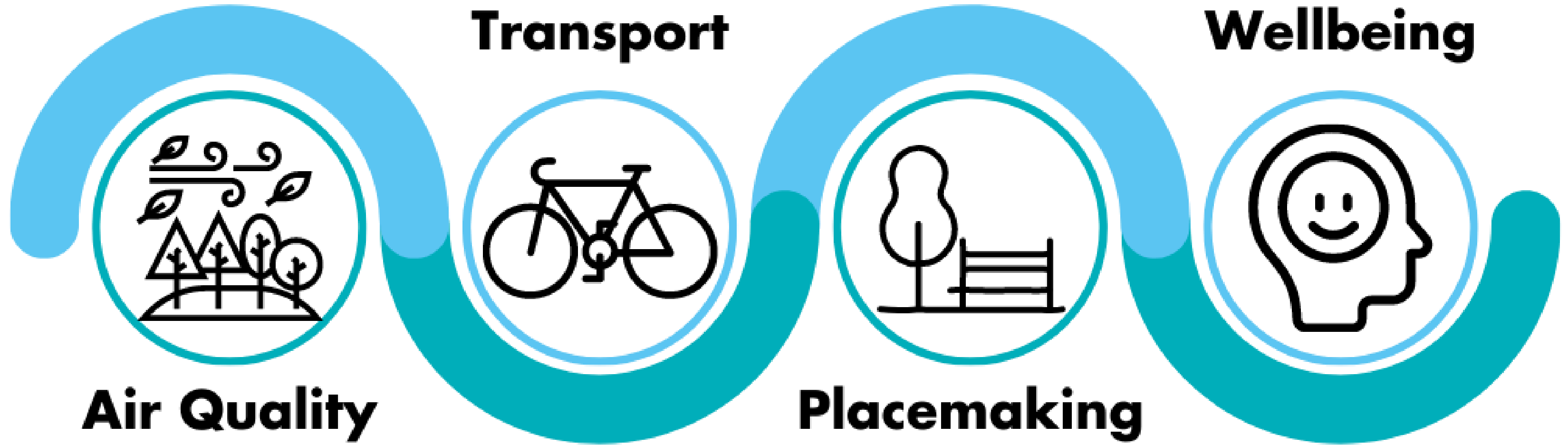
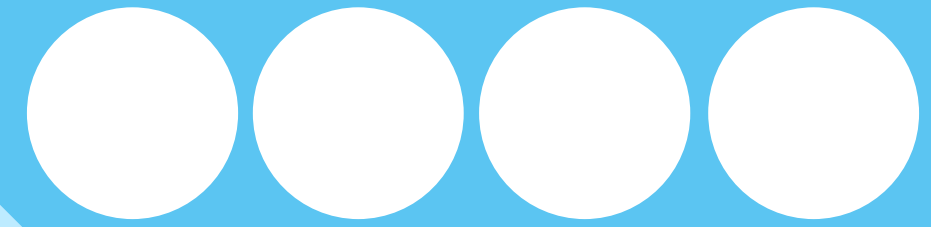
Ross Phillips

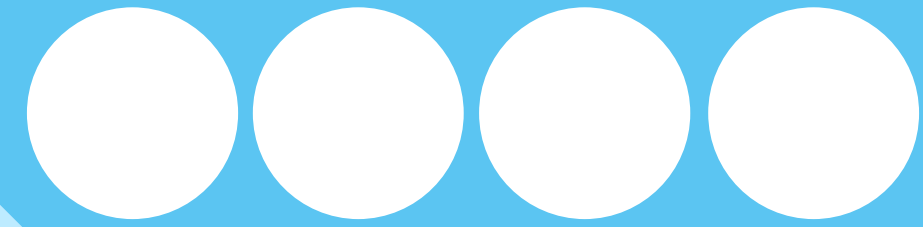


**Discussion and
questions**

**Please post your
questions and
thoughts throughout
this session in the
chat box**





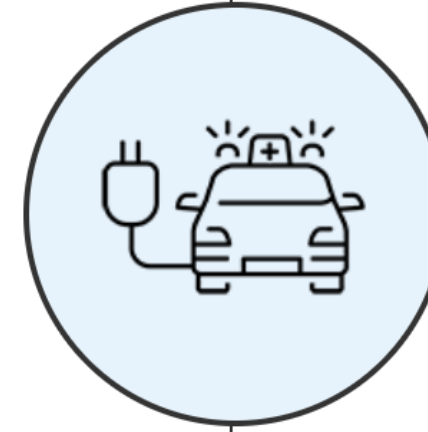


As part of the Mayor of London-funded Healthy Streets Everyday programme, CRP delivered over 314 Car-Free Day events and play streets across a range of locations in 16 boroughs over three years



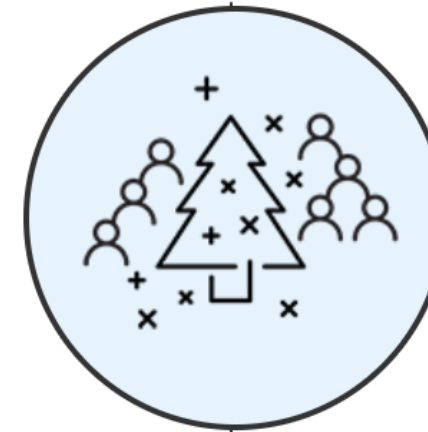
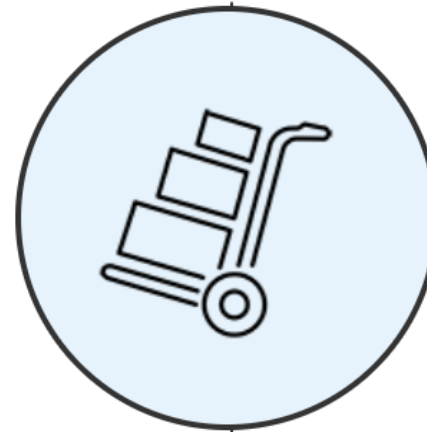
Healthy Streets Everyday delivered over 680m² of new public realm and over 260m² of greening, with two cycle lane improvements and 16 standard cycle places provided

CRP is supporting SMEs to lease zero emission vehicles through London Borough of Hammersmith and Fulham's Shared Electric Vehicle (EV) Scheme

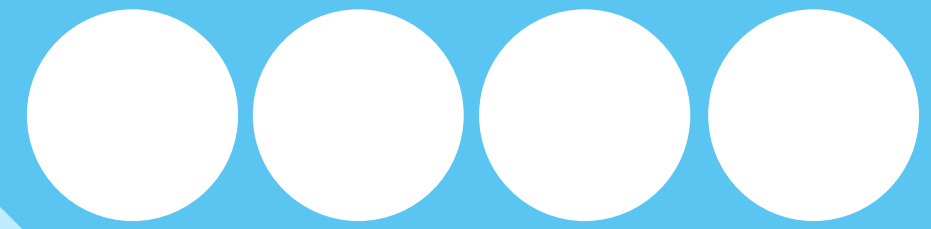


Three electric vehicles were leased by a London-based hospital as part of Clean Air Villages 3

CRP have trialled a hub space in SE1 to accept small and medium-sized deliveries for Brixton's local businesses



The Healthy Streets Everyday King's Road Christmas Lights Switch On involved 200 metres of road closures, with 75,000 visitors, 60 market stalls and a 9% NO_x reduction, improving air quality for the local community



www.crossriverpartnership.org/communities



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Speaker 1

Lucy Minyo

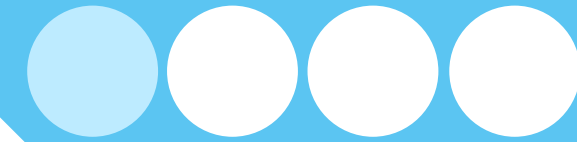


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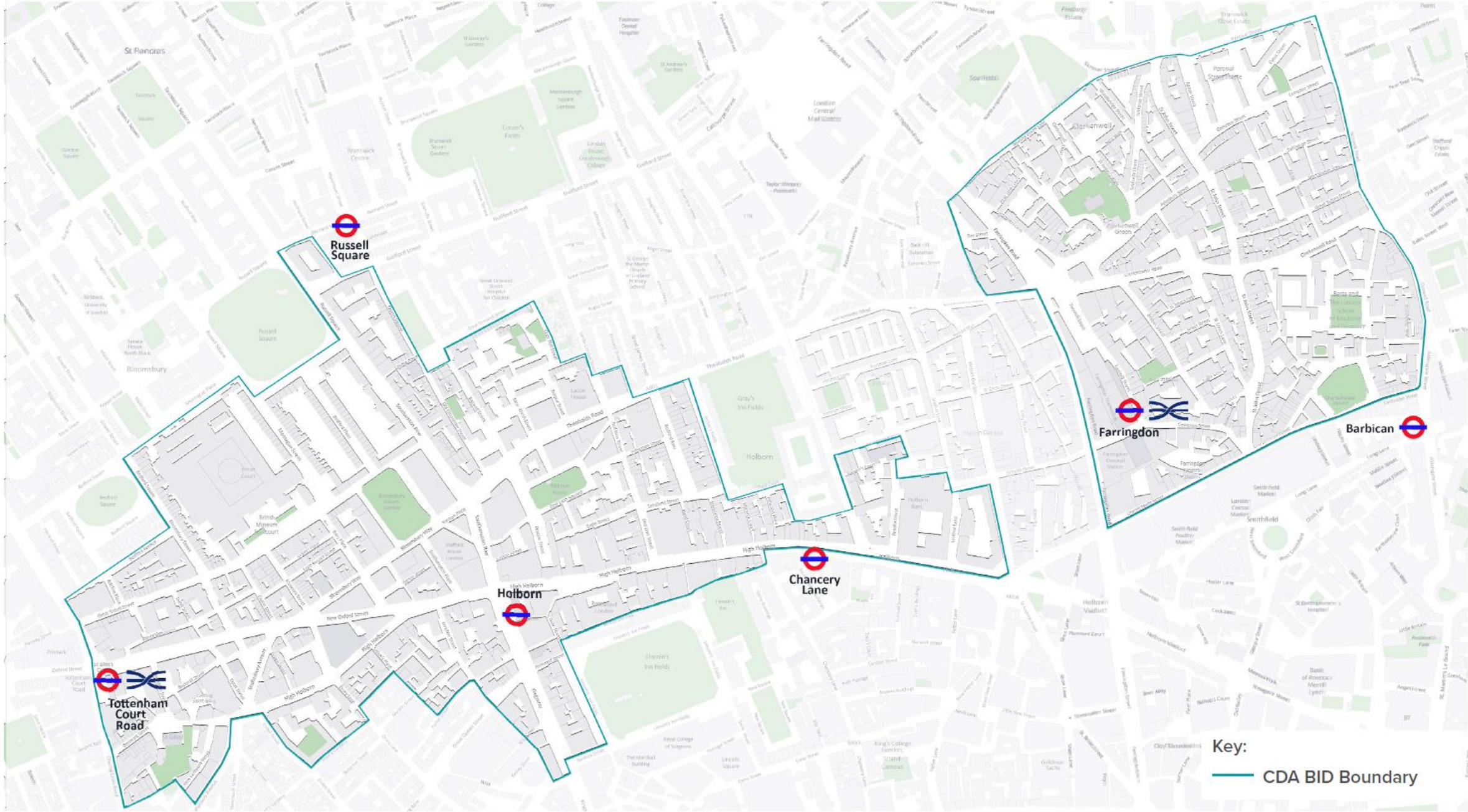
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Central District Alliance (CDA)

The Business Improvement District (BID) for Holborn, Bloomsbury, St Giles, Clerkenwell and Farringdon.



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Public realm investment: CDA objectives



Neighbourhood Identity

Public realm proposals strengthen the visibility, vitality and distinctiveness of the CDA and Hatton Garden neighbourhoods.



Business Trade and Collaboration

Public realm proposals support CDA and Hatton Garden businesses to trade, collaborate and retain talent. This in turn supports the leasing of commercial space.



Safe Sustainable Movement

Public realm proposals support comfortable, safe movement and environmentally sustainable transport choices.



Climate & Natural Environment

Public realm proposals support physical and mental health and well-being for all, and help reduce the impact of climate change.



Safe & Welcoming for All

Public realm proposals are safe and welcoming for all, particularly for women and at night.



Deliverability

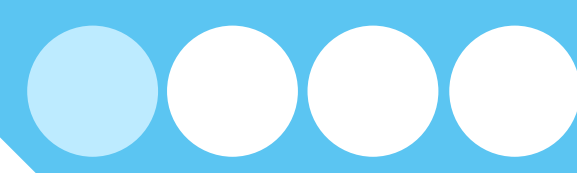
Public realm proposals are financially viable and practically deliverable.



Maintenance & Management

Public realm proposals are manageable to maintain and stand the test of time.

Public realm investment: CDA objectives



Safe Sustainable Movement

Public realm proposals support comfortable, safe movement and environmentally sustainable transport choices.

- Walking routes are welcoming and easy to navigate
- Cycle routes and stopping points are safe and comfortable

- Arrival and onward movement from stations is safe and inviting
- The negative impacts of vehicle movement is mitigated

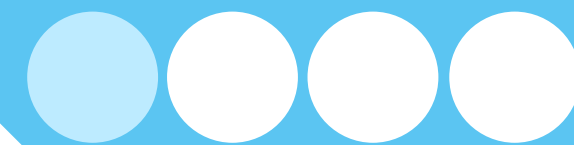
Investing in safe sustainable movement: Why now?



Holborn and Clerkenwell are incredibly well connected, further boosted by the opening of two Crossrail stations. But this connectivity has downsides.

Over the Covid lockdowns we've all felt what it's like to have quieter roads, cleaner air and safer spaces to walk and cycle.

Holborn and Clerkenwell's streets and shared spaces need to adapt, and find the right balance between connectivity and quality of life.



Safe and Healthy Streets: Investing in Red Lion Street, Dane Street and Bedford Row

Led by Camden Council and supported by CDA, this project builds on trial measures implemented during the Covid-19 pandemic.

On Red Lion Street, this project will deliver:

- A new 30 metre long pedestrian and cycle zone
- Wider pavements
- A two way cycle track
- Cycle stands
- Six new trees
- High quality street paving

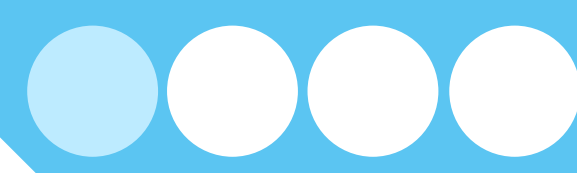


Next steps for Red Lion Street: A bustling neighbourhood food destination in the heart of Holborn



- WHY**
 - Strengthen neighbourhood identity
 - Raise amenity value for local workers
 - Nurture this independent business cluster
- HOW**
 - Improve lighting and wayfinding at junctions with High Holborn and Theobald's Rd
 - Introduce new food and drink uses especially at South
 - Add greening and seating along whole street





Speaker 2

Fiona Jenkins

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When two legs are greater than four wheels: the opportunity for walking freight in London



Hello from Steer



Working across cities, infrastructure and transport, Steer is an international consultancy helping people, places and economies thrive.



We are independent and employee-owned. Our aim is to provide clients with the insight needed to make good decisions for the benefit of their communities.



We have 20 offices across four continents, with our headquarters in Southwark, where we have over 200 consultants in our new office.



Our work in urban logistics



We work with local authorities, Business Improvement Districts (BIDs) and business communities, developers and landowners, and sub-national and central government to research, design, implement and evaluate solutions that better manage the impact of freight and servicing activity on our streets.

London Bridge Delivery and Servicing Plans



Potential for Last Mile Logistics Hubs in Central London Study (for CRP)



TfL Evaluation of Consolidation Demonstrators



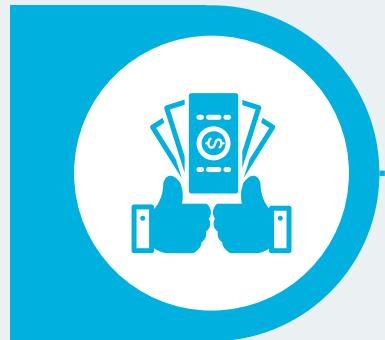
NIC Freight Study



About our project with CRP



1 Understand how, why and the extent to which walking freight happens now



2 Understand the benefits of walking freight



3 Identify the potential for more walking freight – where in London is most suitable for walking freight?



4 Make recommendations to help unlock more walking freight

What does walking freight look like as part of a distribution operation?



1 Van- or hub-based multi-drop deliveries

1. Driver collects batch of consignments from depot
2. Driver parks near cluster of destination addresses
3. Driver walks to the destination addresses carrying the parcels



2 Business to consumer deliveries (walk all the way)

1. Customer orders directly from businesses
2. Pedestrian porter/courier delivers order from business premises to customer address on foot



Image credit: Alwyn Ladell

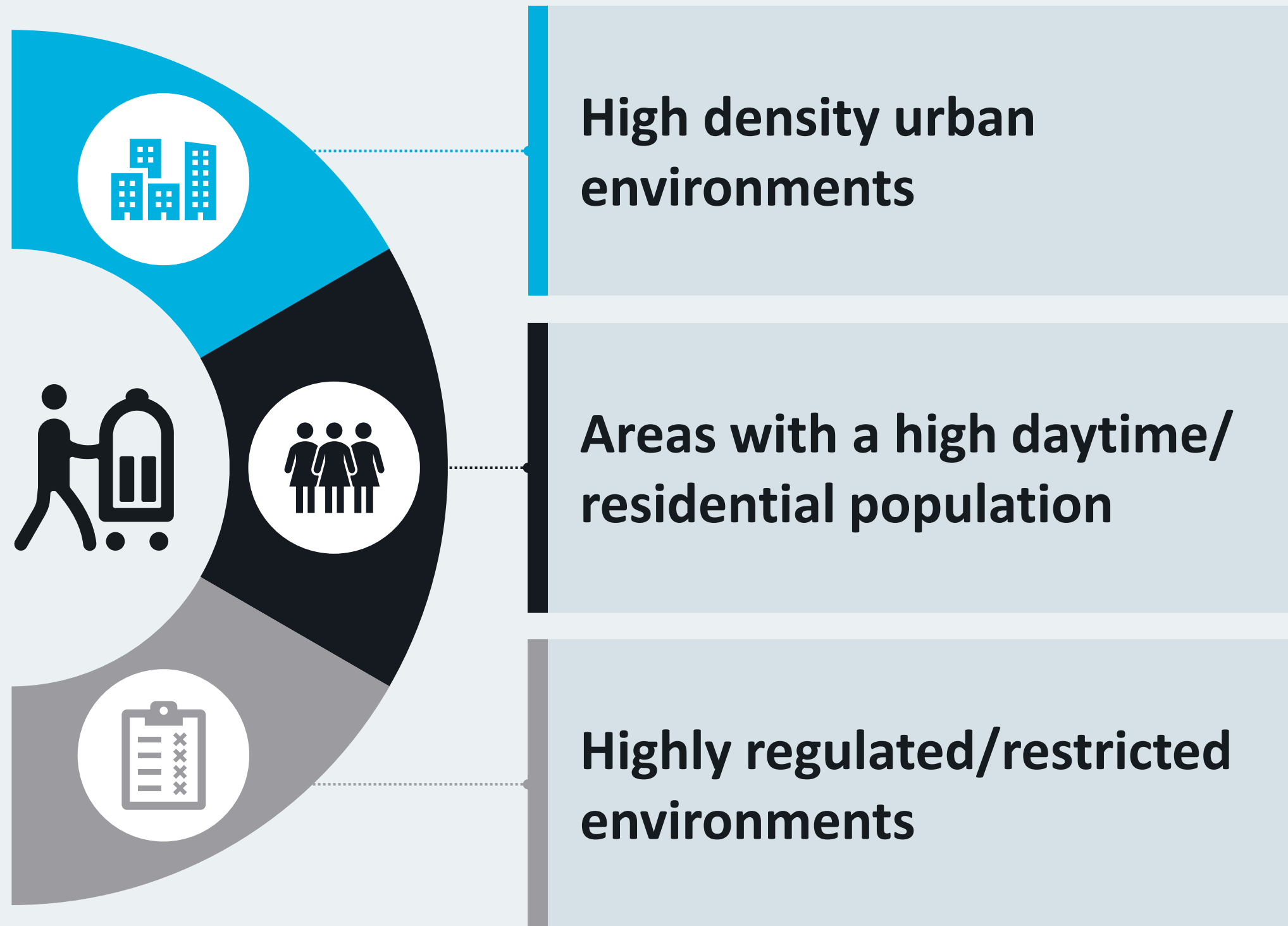


Image credit: Gnewt/FTC2050



Image credit: Fernhay

Where and why is walking freight used?



“

Walkers [pedestrian porters] are a really good ultra-urban solve...they don't obstruct the highway and they don't use power.

Operator

”

Walking freight benefits for London

1

Up to 10% reduction in logistics kilometres driven in the Central Activities Zone

Removing more than 20 million kilometres per year

2

Up to 4.7 kilotonnes per year reduction in carbon emissions

Advancing London's net zero carbon ambition by reducing road miles driven

3

Reduced air pollution in densest areas of the city

Improving air quality for workers, visitors, businesses and residents

4

Reduced road congestion and kerbside demand

Enabling smoother journeys for buses and essential motor traffic across the city

5

Reduced road danger and improved population health

Advancing London's Vision Zero ambition by removing road danger at the source

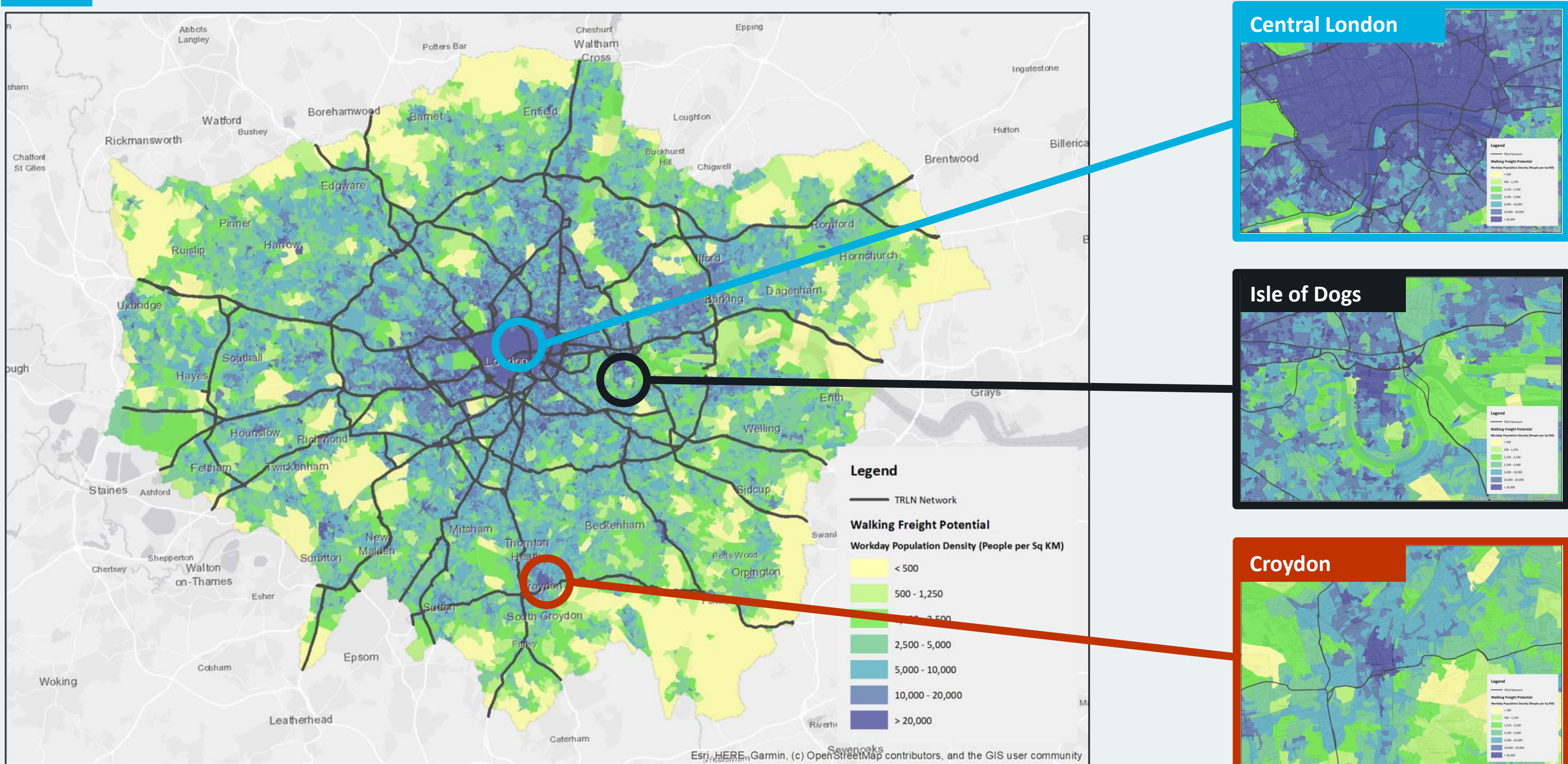
6

At least £37 million in economic benefits per year (2020 prices)

Boosting London's economy whilst expanding sustainable logistics



Where is there greatest potential for walking freight models?



Barriers/challenges to more walking freight



Shortage of space suitable for use as last mile logistics hubs in central London



Current electric-assist regulations prohibit the use of powered trolleys on public highways



Accessibility issues (no dropped kerbs etc.) make walking freight less efficient

Recommendations to unlock more walking freight in London



Enhance planning policy and skills

- Develop freight planning skills in local authorities
- Safeguard and increase supply of logistics land in central London
- Deliver logistics hub space within new developments



Update electric assist laws

- Raise awareness of need to reform electric-assist vehicle regulations with stakeholders
- Revise electric-assist vehicle regulations to allow powered trolleys to operate on public highway



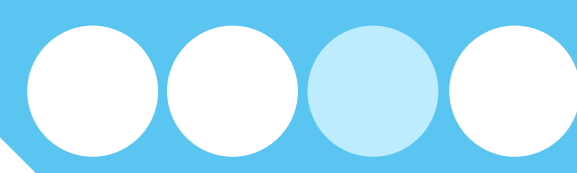
Deliver accessible streets

- Ensure pavements and on-street loading bays are fully accessible
- Ensure servicing arrangements in new developments allow access on foot



Develop the market

- Trial logistics consolidation space in the Central Activities Zone
- Raise awareness among landlords of the value of logistics consolidation space
- Continue dialogue with operators to understand their evolving needs



Speaker 3

Ross Phillips



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Towards Vision Zero

Ross Phillips

Sustainable Transport Project Manager

Cross River Partnership



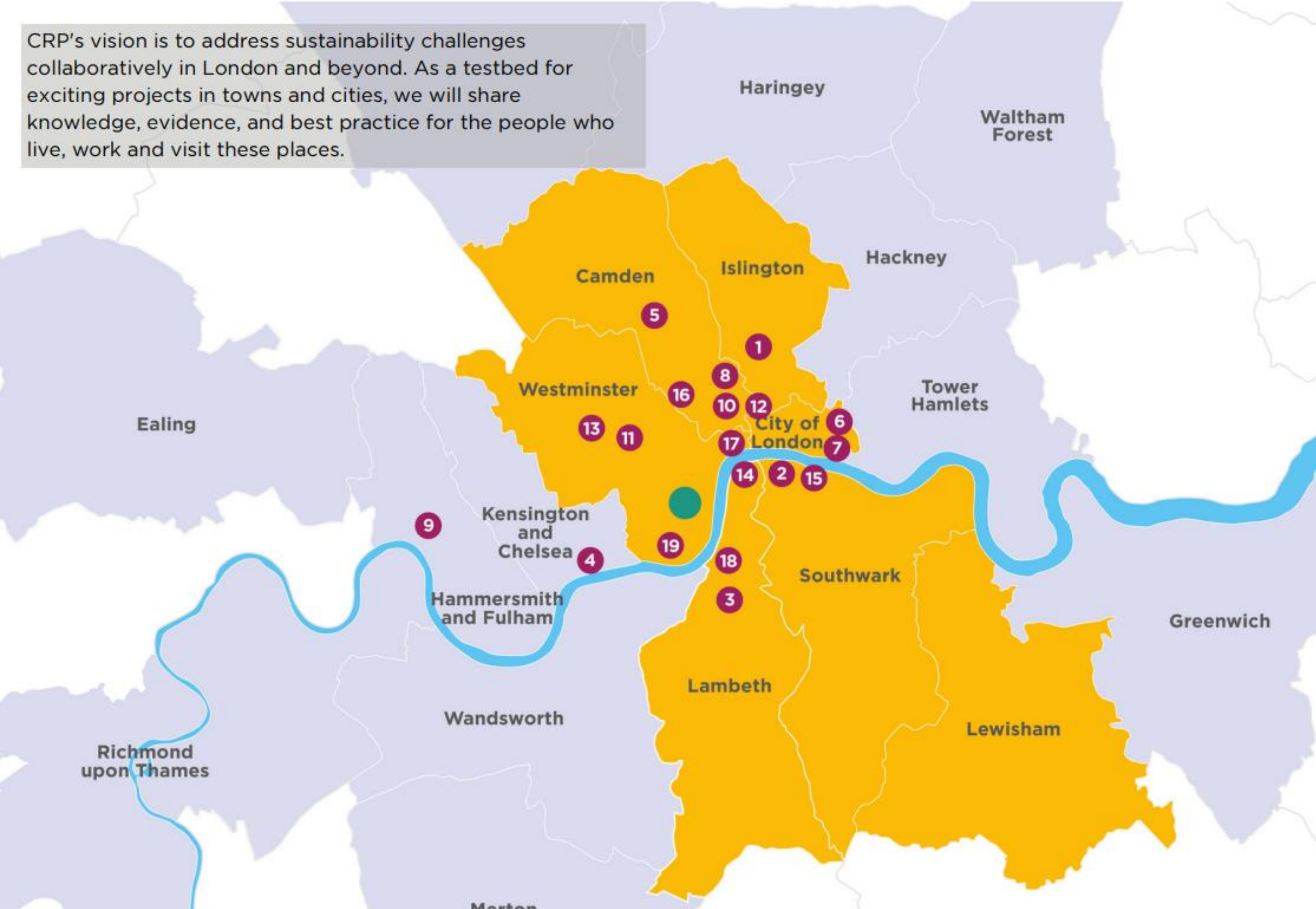
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CRP's vision is to address sustainability challenges collaboratively in London and beyond. As a testbed for exciting projects in towns and cities, we will share knowledge, evidence, and best practice for the people who live, work and visit these places.

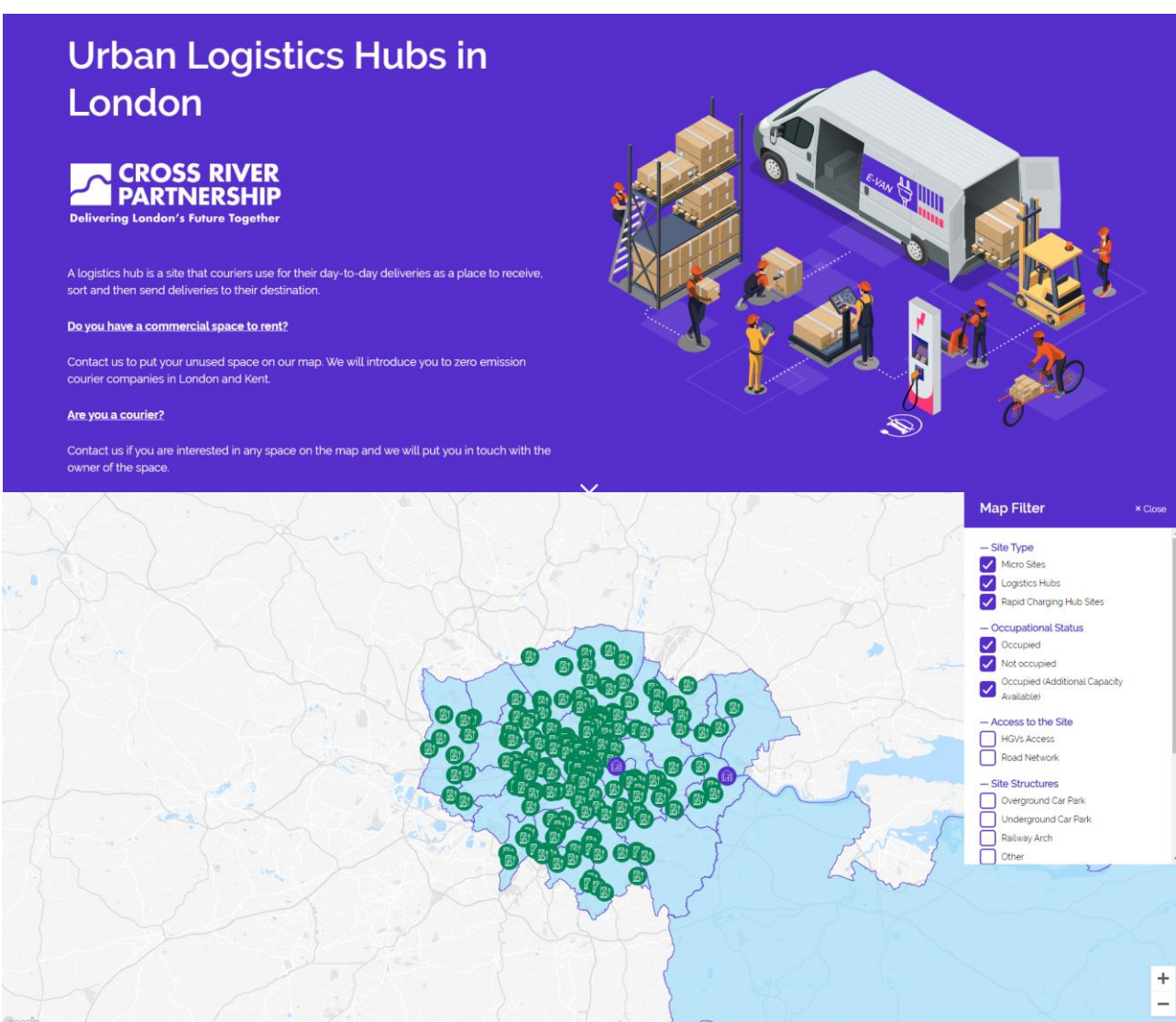


Central London Sub-Regional Transport Partnership



- The Central London Sub-Regional Transport Partnership enables collaboration and information-sharing between partner boroughs on key sub-regional transport priorities.
- Range of projects, from innovative pilots and trials to forward-thinking research and strategy.

Reports and outputs



Why Vision Zero?

- 2018 Mayor's Transport Strategy goal by 2041
- Pressing concern for our Central London Sub-Regional Transport Partnership borough officers
- Links to other CRP work around accessibility, air quality, healthier streets, sustainable transport and experience of pedestrians, cyclists and other road users.
- Changing nature of freight, deliveries, servicing, and impact of COVID-19
- Steer appointed to produce Vision Zero guidelines and conduct the analysis and create the recommendations

Towards Vision Zero

Guidelines to help Local Authorities
in the development of Road Danger
Reduction Strategies and Action Plans

May 2022

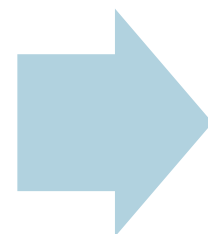
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Methodology & Approach

Analysis of road collision data from 2016-2020, to draw out key trends and patterns.



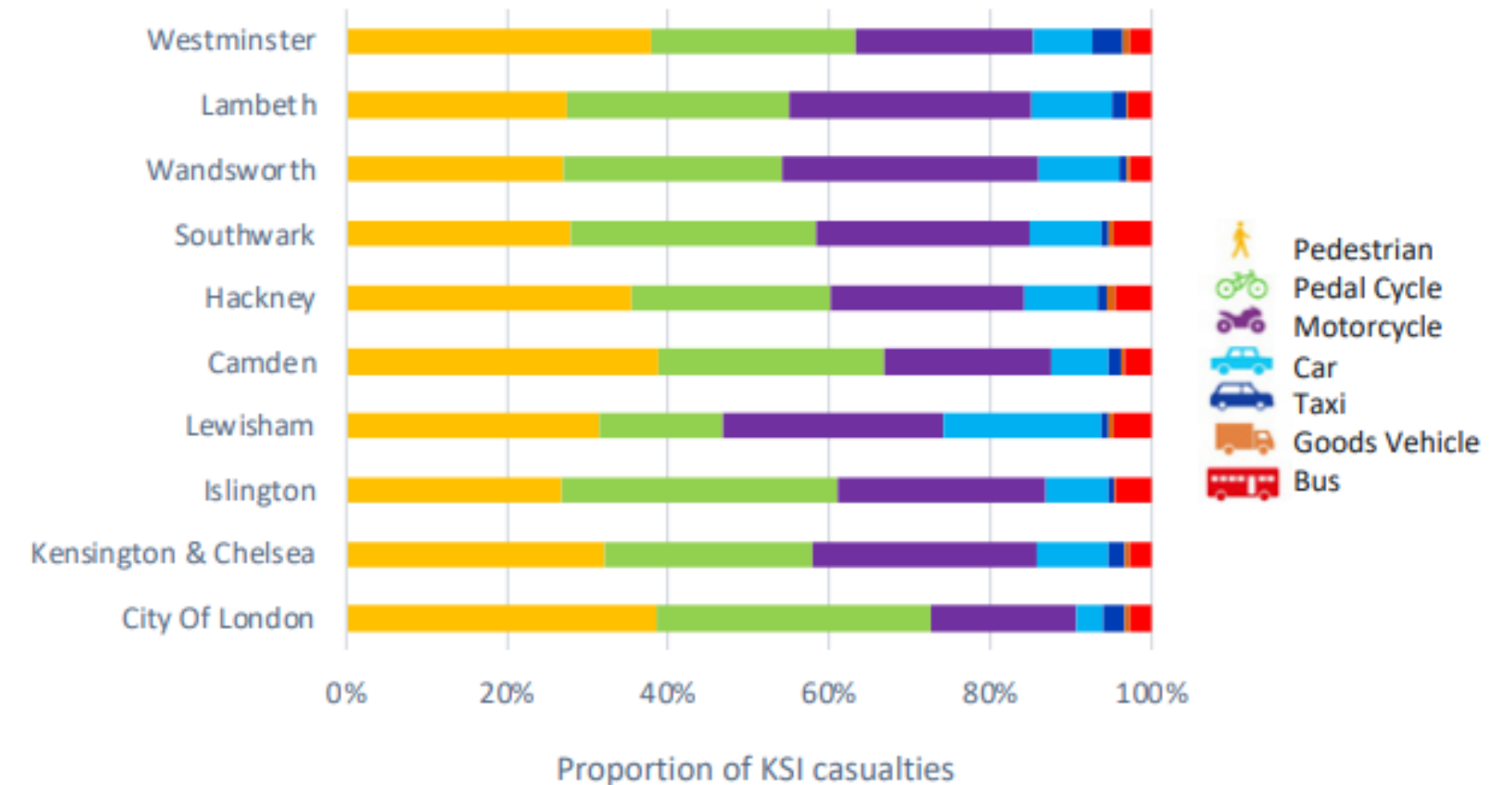
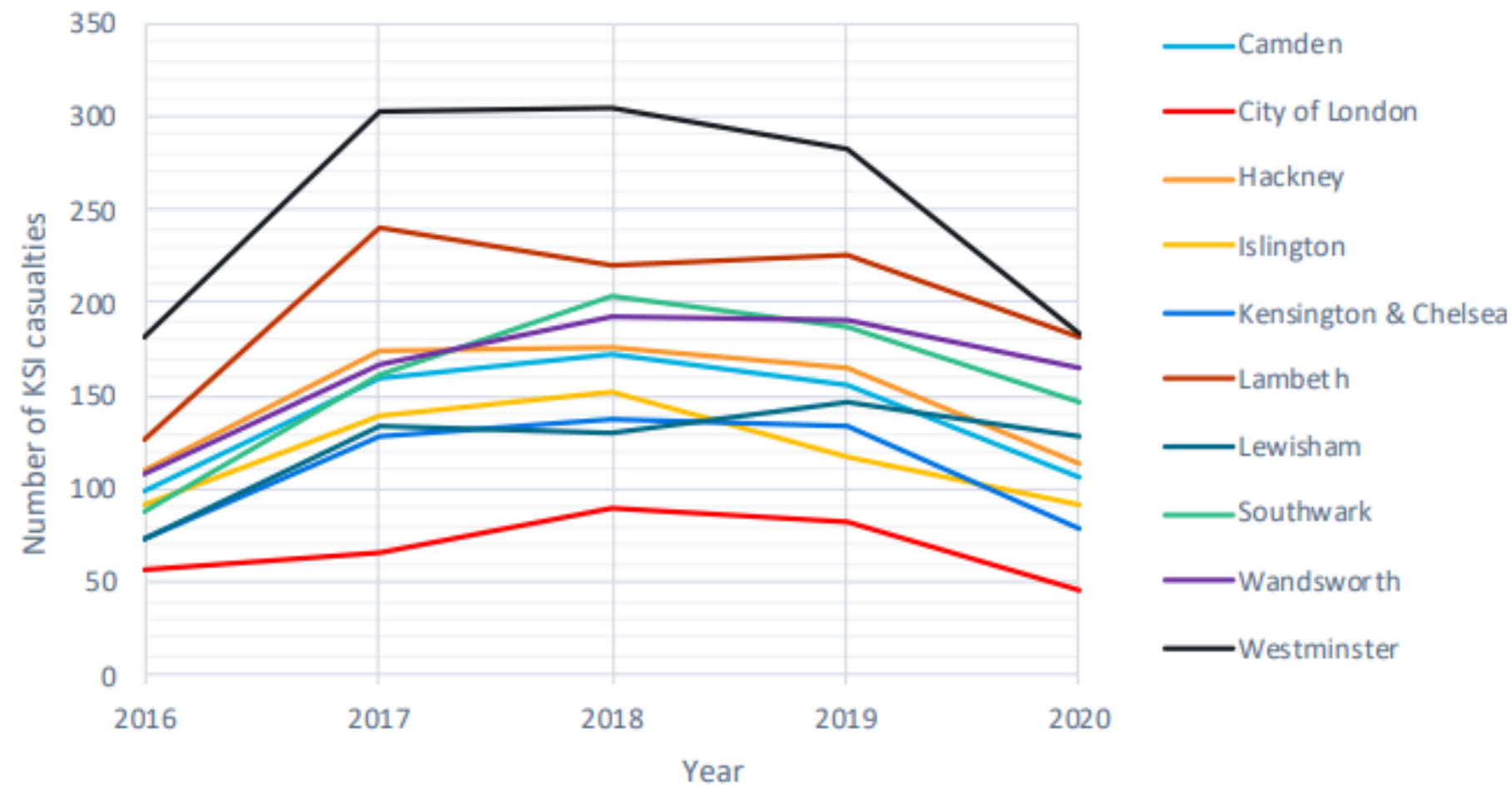
An investigation on the effectiveness of road safety measures in ten case studies among infrastructure intervention delivered in recent years.



Creation of 9 key thematic guidelines and recommendations

Analysis of Road Collision Data

Figure 3.3: Number of KSI casualties by Borough, by year



- Most London Boroughs experienced an increase in Killed and Serious Injured casualties from 2016 to 2017, followed by a plateau in the period 2017- 2019, and a decrease in 2020 (influenced by the changes in travel patterns during lockdowns and COVID-19 related restrictions).

Investigating Infrastructure Interventions

- Data and analysis from STATS19 road safety dataset
- Case studies selected where a significant year-on-year drop in the number of collisions was observed in the study period, cross-referenced with infrastructure schemes introduced in recent years
- Common success factors:
 - Speed reduction strategies
 - Traffic management strategies
 - Improvements to crossings and footways
 - Provision of high quality cycle facilities
 - Removal/ reduction in conflict between user groups (e.g., cycles and general traffic; buses and general traffic; pedestrians and cycles...)

Guidelines by theme (1)



1. Pedestrian Priority



2. Cycle Facilities



3. Powered 2-wheelers



4. Speed

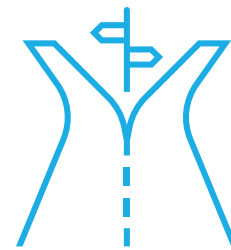


5. Public Transport

Guidelines by theme (2)



6. Freight Vehicles



7. Traffic Management



8. Behavioural Change
and Enforcement



9. Experimental and
Temporary Schemes

Q&A session



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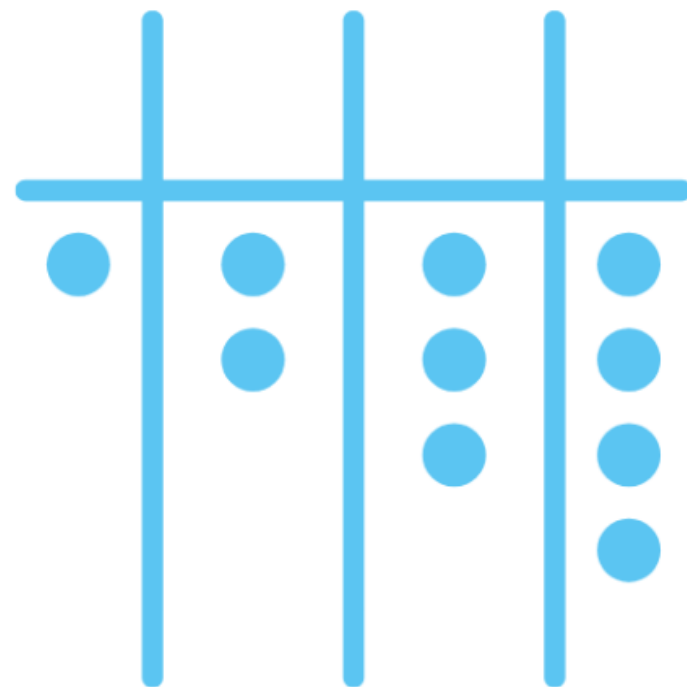
Ross Phillips
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Next session

CRP's Connect 4 Series



CRP'S CONNECT 4 SERIES

SESSION 7
THURSDAY 28TH JULY 2022



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